

## Project Update

September 22, 2003



SULLIVAN COUNTY  
TENNESSEE



### Phase I (former Midway Amoco)

The State of Tennessee, [Department of Environment & Conservation](#), in partnership with the [City of Kingsport](#) and [Sullivan County](#) announce the completion ([see report](#)) of the first phase of the [USTfields Pilot Project](#), [Midway Amoco](#), 5572 Fort Henry Drive, Kingsport, TN ([see contacts](#)).

Over sixteen “in-kind” [contributors and supporters](#) partnered to cleanup and revitalize this former gasoline station that had been abandoned and vacant for over thirteen years. Aesthetic activities are continuing; however, the site obtained a clean closure on August 28, 2003. Because of the effective partnership and in-kind contributions this phase was completed at only 39% of actual costs!

A [public meeting](#) honoring the contributors, partners, and the public is scheduled for October 9, 2003 at 7:00 p.m.



THEN .. 11/8/2001



NOW .. 3/4/2003



### Phase II (former EJ Smith Bulk Plant / Mullins & Quillen Insulation)

Free Product removal activities have already begun and are scheduled to continue up until site razing and over-excavation activities planned for

winter 2004. Already, over 20 gallons of free product have been removed.

Meetings, arrangements, and property access issues are being conducted and resolved so that major Pilot activities will go smoothly once begun.

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## USTfields Pilot

Tennessee Department of Environment & Conservation

Division of Underground Storage Tanks

# Corrective Action by Closure Assessment Report

Phase I: Midway Amoco

Facility ID # 1-829040

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## Introduction

The Midway Amoco site is located at 5572 Fort Henry Drive, Kingsport, TN, Sullivan County, 36° 27' 05" N, 82° 27' 55" W. This site was used as a gasoline station up until the late 1980's (November 15, 1990 Property Assessment Report Results, pg. 248) and was never properly registered by the owner and/or operator of the underground storage tanks. The previous owner/operator and property owner John C. Howren, Jr. claimed business & personal bankruptcy March 19, 1990. The lien holder, First Tennessee Bank, conducted a property assessment on October 9, 1990, (pg. 248). A soil boring investigation revealed soil contamination above the Division of Underground Storage Tank's most-stringent cleanup levels, Appendix 5 of Chapter 1200-1-15 regulations. The maximum value was 245 parts per million (ppm) hydrocarbons at a depth of five (5) feet near the diesel dispenser area. First Tennessee Bank never executed their lien and the property remained vacant, unused, and unmarketable despite several inquiries to the Division of Underground Storage Tanks until November 4, 2002 when this corrective action and closure assessment was performed.

This work was made possible through a grant fund (\$100K) provided by the USEPA called UST*fields* Pilot awarded July 2002 and Tennessee State matching funds (\$11,111). Furthermore, the following contributed in-kind donations to complete the project at much lower actual costs than if the work had been 100% contracted:

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<a href="#"><u>Sullivan County</u></a>	<a href="#"><u>Tennessee Department of Environment and Conservation</u></a>
<a href="#"><u>Theta Technologies, Inc.</u></a>	<a href="#"><u>Ralph Slagle</u></a>
<a href="#"><u>BFI Carter Valley Landfill</u></a>	<a href="#"><u>Ferguson-Harbour, Inc.</u></a>
<a href="#"><u>Donley Bare, Bare Salvage</u></a>	<a href="#"><u>Necessary Oil Company</u></a>
<a href="#"><u>Schreiber &amp; Associates, LLC</u></a>	<a href="#"><u>Remedial Action Associates</u></a>
<a href="#"><u>Kristen and Benjamin Sutton</u></a>	<a href="#"><u>Kingsport Citizens for a Clean Environment</u></a>
<a href="#"><u>Keep Kingsport Beautiful</u></a>	<a href="#"><u>Kingsport Tomorrow</u></a>
<a href="#"><u>South Central Kingsport Community Development, Inc.</u></a>	<a href="#"><u>Kingsport Economic Development Partnership</u></a>

The November 19, 2001 grant application cost estimate for this phase of the pilot was \$13,500. Due primarily to the additional soil excavation, actual costs could have exceeded \$21,000; however, actual costs were only \$8,165.71 – a net savings of approximately \$12,384.29.

This corrective action by closure assessment is submitted to satisfy regulatory requirements in response to the 1990 confirmed petroleum release at this site, specifically Rules 1200-1-15-.06(7)(d) and 1200-1-15-.07.

The closure assessment was successful through over excavation and all contaminated soil was removed that had levels above the Division of Underground Storage Tanks most stringent cleanup levels. The contaminated soil was properly disposed at BFI Carter Valley Landfill as special waste. Tanks & piping were properly manifested to Bare Salvage, typically recycled at Elizabethton Herb & Metal. Fluids were properly disposed at Necessary Oil Company, Bristol TN.

## Applicable Cleanup Levels

Applicable soil cleanup levels for this site are the most stringent; 5 ppm Benzene and 100 ppm Total Petroleum Hydrocarbons (TPH).

## Corrective Action

### Soil

The technology chosen for soil remediation was excavation and removal. The 1990 property assessment revealed generally shallow (not greater than 8.9 feet) soil hydrocarbon contamination (maximum of 245 ppm hydrocarbons at 5 feet). No groundwater was encountered in the 1990 assessment.

Excavation and removal could be done in a matter a few days to a week depending upon site conditions and the volume of contaminated soil encountered. In actuality, excavation and removal activities (90 cubic yards) were conducted in only two days, November 4 & 5, 2002. Over-excavation (10 cubic yards) of a shallow contaminated area at the location of the diesel dispenser took place on November 19, 2002 after the laboratory analysis revealed that over-excavation was necessary at this location. Clean shale backfill was used the week of November 4 and was supplied by Sullivan County.

Soil vapor extraction (SVE) was not considered viable neither in project completion time nor expense judged by experience with SVE used at other locations. SVE also works best for volatile phases of petroleum hydrocarbons that were not previously identified in the 1990 assessment, except in minor amounts in one (1) of the four (4) soil borings.

Three different systems to address soil contamination were not evaluated due to the fact that the closure assessment addressed the soil

contamination and our judgment that all other known technologies would be more expensive and less timely than excavation and removal.

Actual costs were estimated (February 11, 2002 Addendum, pg. 198) to be \$13,500 for the UST*fields* Pilot Grant Application as amended. This included all costs for closure assessment including tanks, piping, soil, & fluid disposal as if all work were being 100% contracted.

A more specific list of tasks and costs relative to specific activities can be found in the On-Site Work Plan & Cost Projection: September 9, 2002, pg. 9).

The final breakdown of approximate costs are:

Projected total costs with additional soil:	\$21,000.00	100%
Actual contracted costs (pg 40):	\$ 8,165.71	39%
“In-Kind” contributors:	\$12,834.29	61%

A scaled site map of radius of influence is not provided it was not applicable to the technology chosen; however, an updated site map is provided for the closure assessment report, Appendix H, (pg. 179).

A process flow diagram is not provided, also not applicable to the chosen technology.

The excavation zone is shown on the scaled site map, (pg. 179).

A pilot study is not proposed.

Ground Water

Groundwater was not encountered during the 1990 property assessment soil boring investigation nor the 2002 Closure Assessment. A perched, non-recharging, water zone was encountered near the diesel dispenser area. UST Division staff were consulted and agreed that this zone should not be sampled. The water was apparent tiled surface water or septic discharge from and adjacent property.

Therefore, groundwater corrective actions were not necessary and not applicable to this cleanup.

Cost Estimate

Cost estimates and actual costs are provided as referenced in B(a)(ii) above.

This site was not fund eligible, as the UST system had never been properly registered.

## Implementation Schedule: The occurrence of events is as listed:

Initial Onsite Meeting Task Review:	August 22, 2002
On-Site Work Plan & Cost Projection:	September 9, 2002
On-Site Health & Safety Plan:	September 9, 2002
Permanent Closure Application & Grant of Access	September 30, 2002
UST Division Permanent Closure Application Receipt	October 10, 2002
Notice to Proceed Issued:	October 15, 2002
Excavation & Removal:	November 4 & 5, 2002
Over excavation	November 19, 2002
Soil TCLP metal sample collected	December 16, 2002
Soil special waste application submitted	January 9, 2003
Soil special waste application approved	January 17, 2003
Soil disposed as special waste at landfill	February 10, 2003
Final contractor invoice submitted	May 9, 2003
Closure Assessment Report Submitted	August 6, 2003

## Monitoring and Reporting

No future monitoring and/or reporting is anticipated other than specified in (d) above.

## Signature Page

The required signatures are provided in the August 4, 2002 Permanent Closure Report, (pg 80).



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# Public Meeting

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**Why?:** To celebrate and honor a partnership of government, industry, and the public

**What?:** **Successful Environment Property Cleanup** of the former Midway Amoco, 5572 Fort Henry Drive, Kingsport (Midway Community), TN

**When?:** **Thursday, October 9, 2003, 7:00 p.m.**

**Where?:** FordTown Ruritan Club, 548 Hidden Valley Road, Kingsport (FordTown Community), TN – see map and directions below

**Who's Invited ?:** Midway Community Citizens, Partnership Participants & Supporters, and Local & State Representatives

Appetizers & refreshments will be provided. **Please come** and help us honor the community and participants' revitalization of this formerly abandoned petroleum contaminated property!

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**DIRECTIONS:** From Johnson City on I-26 (former I-181), travel 10 miles north (toward Kingsport) to Exit 45 (Eastern Star Road). Turn right at end of ramp on Eastern Star Road, go 0.3 mile take right (across from Averitt Express) on Mitchell Road. Go to stop sign (1.3 miles). Take right on Lebanon Road. Go to stop sign (0.6 mile). Take left on Hidden Valley Road. FordTown Ruritan is located immediately on left (0.1 mile) after crossing bridge.



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## Contact Information

A copy of the Phase I report is available at the Johnson City Environmental Assistance Center, 2305 Silverdale Road, Johnson City, TN 37601. Our business hours are 8 am to 430 pm, Monday through Friday. Please call (423) 854-5400 for a file review appointment.

## State Contacts:

The technical project manager for Tennessee's UST*fields* Pilot is Mark Braswell, Johnson City Environmental Assistance Center Manager, (423) 854-5459, [Mark.Braswell@state.tn.us](mailto:Mark.Braswell@state.tn.us).

The public outreach coordinator is Jan Compton, Environmental Coordinator, Johnson City Environmental Coordinator, (423) 854-5417, [Jan.Compton@state.tn.us](mailto:Jan.Compton@state.tn.us).

The financial contact is Susan Watts, LUST-TRUST Fund Manager, Nashville Underground Storage Tanks 401 Church Street, 4<sup>th</sup> Floor L& C Tower, Nashville, TN 37243-1541, Central Office, (615) 532-0958, [Susan.Watts@state.tn.us](mailto:Susan.Watts@state.tn.us).



## City of Kingsport Contact:

Dan Wankel, Waste Water Services Manager, 620 Industry Drive, Kingsport, TN 37660, (423) 224-2487, [Wankel@ci.kingsport.tn.us](mailto:Wankel@ci.kingsport.tn.us).

## Sullivan County Contact:

County Mayor Richard Venable, 3411 Hwy. 126, Ste., 206, Blountville, TN 37617, (423) 323-6417, [sullcoex@sullivancounty.org](mailto:sullcoex@sullivancounty.org).

